

# Hawaiian Gazette

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## SCANDAL.

Why is there so much scandal in our little community? There are very few persons in our city, however blameless their lives may be, of whom the scandal-monger has not some choice ill-natured story. And with what delight the scandal-monger fastens upon the new comer, and fills him full of the most awful tales concerning every one the new comer is likely to come in contact with. This evil of talking scandal is not confined to the women, though they are generally charged with it. The men are every bit as bad. There are some who take a positive delight in spreading tales of their acquaintances, who never get hold of an unsavory morsel, but they must rush around and tell it to every one they meet. The scandal-monger even invades the editor's sanctum, and tries to get some of his garbage into print, or he will write it in letters from the other islands. He does not, however, receive much mercy from editors; and his contributions quickly find their way into the waste basket.

## PALACE WALK EXTENSION.

A communication in another column, suggests that Palace Walk should be continued through to connect with Young street; and we entirely agree with the views of the writer in this matter.

The line of Hotel street should have been carried through, in the direction pointed out, years ago; and it has become a necessity that this line of street, of which Palace Walk is the only substitute now, should be continuous as far as Thomas Square. It is somewhat surprising that the suggestion of our correspondent was not made and acted upon long ago; but we presume that easy-going residents did not get their equanimity disturbed until the tram rails brought the matter more forcibly to their minds. However that may be, let us have that thoroughfare extended through to Thomas Square, among one of the first improvements of street construction or reconstruction. It is just as well to have it done at once, because until it is done, not a day will pass without unfavorable comments being made at the inconvenience suffered, and which has been intensified by Beretania and King streets being made less available for private teams than was the case under former conditions when tramways were not in use.

## BETTING.

The results of betting upon the baseball games are beginning to show themselves very clearly. When a large amount of money is staked, the losers, or rather some among the losers, always bring charges of unfair play, or in the case of races of unfair running or pulling. Thus recently in England there was the great Durham-Chetwynd scandal, in which it was shown that some of the best of jockeys had been giving away races. Moreover, there have been turf scandals in the past both in America and England. We have had some specimens of turf scandals here, and we can remember a great deal of excitement and loud talk over unfairness in a boat race upon which a very large sum had been wagered. Thus it is by no means surprising that what has tainted almost every public sport elsewhere should taint ours here. As we pointed out but a few issues ago, the trouble or rather evil, does not stop at this, but is liable to put great temptations in the way of young men.

It seems to us very anomalous that the law against gaming should not be enforced in reference to betting upon horse races or baseball matches when it is enforced against the Chinese, however small stakes they may be playing for. That large sums change hands after every baseball match is well-known. The money is paid over openly and charges could easily have been formulated any time these three months past.

But though the law may do some good, betting will never be overcome until public opinion frowns it down. When it is regarded by the bulk of people not only unlawful, but vulgar and ungentlemanly to bet, then and not till then will betting be completely vanquished.

## PUNA, HAWAII.

Few of the districts about these islands are so little known as Puna in Hawaii. Yet there is far more in the district than is generally known. To pass along, as a few travellers do, by the main road, affords no knowledge of the country. The road is monotonous and passes over lava flows. But back of Kapoho there is quite an extent of country which would support a considerable population. Here coffee, of excellent quality, grows wild, and fruit trees such as oranges, limes, and, on the higher lands, some of the fruits of the temperate zone might easily be raised. Corn and sweet potatoes might also be grown in large quantities. Then there is the coconut crop. Practically no use is made of it; there are thousands upon thousands of trees, and according to calculations of those engaged in the trade in the South Pacific, they ought to yield one dollar a year each. The nuts, however, in many cases, fall to the ground and either rot away or are split as food for the pigs.

All that is needed to make this region useful is a good road. At present the road is not fit for wheeled vehicles. Were it possible to take produce easily into Hilo, a considerable number of Portuguese would be willing to take up land in the district, at least so we are informed. This is a matter for the next Legislature to attend to. Money spent on good roads always returns a hundredfold.

We have said nothing of the curiosities to be seen in Puna; yet there are some of the most striking in the Hawaiian Islands to be found there. There are the warm springs, and one of these, near Kapoho, is valuable for persons suffering from rheumatism. At present no practical use is made of them, but were there a proper access a small hotel would be built and many invalids would be able to make use of these springs. There are ancient heians, some in a good state of preservation. There are volcanic curiosities galore, notably the tree trunks, coated with lava, which are one of the wonders not only of the islands, but of the world and take rank with the petrified forests of the West. There is much to be said of Puna, and only those who have spent some time in that district know its many capabilities and its attractions. Locked away, however, from the main route of travel, it lies forgotten and neglected.

## BUHACH.

The name Buhach is given to a fine powder made from the blossoms of the plant *Pyrethrum Cinerariæ Folium*. This plant is a native of Persia, where its peculiar properties were first discovered. The insect powder made from it, has been sold regularly since then in the markets of south-eastern Europe; and large quantities of the flowers and powder are imported from Austria to the United States—a single house in New York city having imported an average of 150 tons per annum for the last ten years.

The plant was first grown in California by G. N. Milco, and has been successfully cultivated by him during the past twelve years. Mr. Milco in the year 1880 associated himself with others under the title of the "Buhach Producing & Manufacturing Co.," under whose auspices a large tract of land at Atwater, Merced County, Cal., is devoted to the cultivation of the plant under notice. The climate and soil of the San Joaquin valley is found admirably adapted for the successful growth of the plant, and the flowers are taken by railroad from the plantation to Stockton where the mill is located in which the Buhach is manufactured. At present the company has about 300 acres cultivated in this plant, and the area is being increased as the demand for the powder becomes greater.

Like many other manufactures of value, this powder is liable to adulteration by admixtures of blossoms from other plants which have no insecticide qualities; but the genuine article, bearing the name of the manufacturers, cannot be mistaken as its effects are so very effective in the destruction of insect life.

The use of Buhach to prevent the ravages of moths, the annoyances from mosquitoes, flies, cockroaches, and other troublesome insects, has become so general that comment in this direction is unnecessary. It is used in every state of the American Union, in Mexico, Central America, the Hawaiian Islands, Japan and Australia; and wherever introduced Buhach never fails to give universal satisfaction.

## THE CHINESE QUESTION.

In another column will be found the text of the anti-Chinese resolution which was proposed at the last session of the Legislature, to be incorporated in the Constitution; was fully discussed and voted on; and also the record of the final vote by which it was indefinitely postponed.—as furnished by Hon. W. O. Smith, one of the Nobles, and published in last week's Bulletin.

It is not surprising that such a long-winded resolution should have failed to pass, in a tolerably full house, and after an exhaustive debate. The vote on the motion to indefinitely postpone, was twenty-five for postponement, and seventeen against the motion, or in favor of the resolution. Yet had the resolution briefly and clearly empowered the Legislature to enact such exclusive laws relative to Chinese as it might deem best for the public welfare, such an amendment to the Constitution would undoubtedly have passed and been generally approved.

A large majority of the foreign voters of this kingdom favor strong exclusion measures of some kind, while the public voice may be said to be practically unanimous against free Chinese immigration as it existed in years past. The more intelligent Chinese themselves also must see and acknowledge that had such freedom of immigration continued for twenty years more, it would have resulted in inundating these islands with their countrymen, and in driving away nearly all the foreign residents now here. Fortunately, the gate was shut by legislative enactment, which, if faithfully carried out, will not only stop all increase in their numbers, but will result in a gradual decrease below their present number, which may be estimated at 16,000, out of a total population of 80,000.

No Australian, American or European city, colony or State has had to contend against such an invasion of Chinese, as this little kingdom, where one in every five of the entire population is Chinese. Yet Australia, with a comparatively small Chinese population, collects a poll tax of fifty dollars on every new comer. The United States has gone a step farther and passed a law forbidding the entry or landing of any Chinaman, unless he belongs to the literary or mercantile classes. Recently the Supreme Court of the United States has affirmed the validity of this law, and thus established its full constitutionality. The Court held that "the power of the government to exclude foreigners from the country whenever in its judgment the public interests require such exclusion, has been asserted in repeated instances, and never denied by the executive or legislative department."

In conclusion the opinion says: "The power of the exclusion of foreigners being an incident of sovereignty, and belonging to the government of the United States as a part of whose sovereign powers delegated by the Constitution, and a right to its exercise at any time when in the judgment of the government and war is existing, the same necessity in a less pressing degree may arise when war does not exist, and the same authority which adjudges the necessity in one case must determine it in another."

Hawaii's exclusion act has therefore a strong precedent to sustain it. Beyond this exclusion of Chinese, no country has yet taken any prohibitory step. The question now arises,—Is it practicable to go beyond this, and declare what those Chinese who are now in the country and possess vested rights, shall do, and shall not do, and at the same time be sustained by international sentiment and usage? And if practicable, is it wise? Let us consider the circumstances in the case.

It must be remembered that a considerable portion of the Chinese now here were imported as laborers with the consent and permission of the Hawaiian Government. Is not the government, then, in some sense their protector and guardian—and as such, is it not obligatory on it to either assist them in returning to their own country, or failing to accept its offer, is not the latter bound to provide a law compelling all unemployed Chinese to accept work on rice or sugar plantations, on such terms and for such periods as may be advisable and for the best interest of both parties, the employer and employed?

Here, then, are the strong points to contend for and accomplish:

1. Enforce the restriction act and

forbid all Chinese to land, who have not already been resident here, and engaged in lawful mercantile business.

2. Compel by law all unemployed, idle and vagabond Chinese to be registered and to engage in rice and sugar plantation service, under such rules as will secure justice to both parties.

These provisions require no constitutional amendments; and it is questionable whether it would be wise to tinker with our Magna Charta, if Legislative enactments can be made to accomplish the same ends. Make these the platform of the coming election, and a Legislature elected for this object cannot fail to provide a remedy for a grievance which is felt and complained of in every district of the Kingdom, from Niihau to Kau.

## THE HILO RAILROAD.

The Hilo railroad was a most feasible scheme, and it is a great pity it was not carried through. It might have been in course of construction now, had it not been for the petty jealousy of people in this very city of Honolulu. The Hilo railroad scheme received its death blow in Honolulu, not in London. But that was two years ago, and the eyes of our people are beginning to be opened to the immense advantages to be gained from opening up a fine section of agricultural country. The success of the Oahu railroad, and we have no doubt of the success, will mean the revival of the Hilo railroad scheme.

A railroad running through Hilo and Hamakua will open up the most fertile and best watered portion of the group. At present in Hamakua the only thing cultivated is cane. It is no use to cultivate fruit, beyond a small quantity for home consumption. What would be the good of growing a perishable crop, when for weeks together there is no means of shipping it to market. Time and again, when there is a northerly swell, not a boat load of cargo can be taken off any landing from Kihuihaele to Oohala. But build a railroad, and all this would be changed. In the first place, as regards the planter, he would never have his sugar lying on his hands; it would be forwarded to Hilo daily; and from thence it could be shipped direct to the Coast, thus saving considerable handling; and there would be no risk of boats overturning as there is along the Hamakua coast.

Then, as regards fruit. The district can produce almost anything in the fruit line—either tropical or temperate. The upper gulches which are not used for cane could grow thousands of bunches of bananas. The only reason that the Island of Oahu has a monopoly in the banana trade is the lack of proper means of shipment on the other islands. With a railroad the bananas could be sent into Hilo and shipped direct to San Francisco. This would necessitate a steamer, and we believe a direct steamer would pay. Passengers for the Volcano would certainly go direct to Hilo, while there is now, even by sailing vessel quite a streamlet of travel to and fro. But to return to fruit: limes, oranges, pineapples, pears and figs, could all be grown profitably. Coffee of good quality is now raised in small quantities, or rather is allowed to grow wild. It could be systematically grown at a profit. Those who have never been through the Hilo and Hamakua districts and argue by analogy from what they know of Oahu, have no idea what a large back country is there, away from the plantations; or the number of gulches running down to the coast which are unused for cane. A large population can be supported between Hilo and Waipio—a hundred thousand at least; new industries can be fostered and homes made practicable for small investors. Certainly the Hilo railroad should not long remain a dream, but should become a permanent reality. Where's the man to engineer it to completion?

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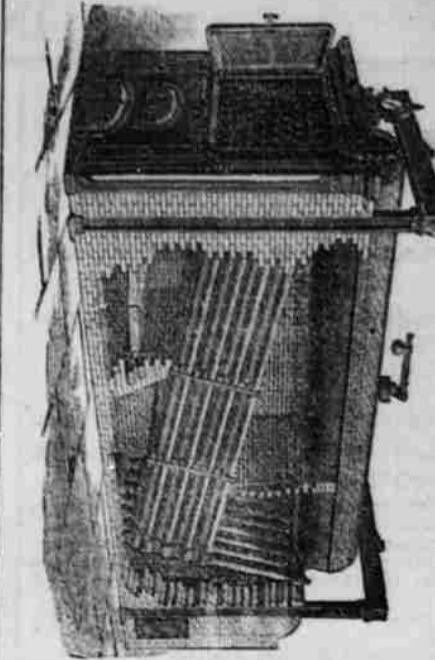
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